

The ECHO

Newsletter of the
Grand Canyon State Chapter
Studebaker Drivers Club

Volume 36 Issue 6

June 2008

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How To Worry *Successfully* About Your Automobile

With gasoline approaching \$4.00 a gallon in Arizona and more than that in many other parts of the country, you want to get the best mileage as possible from your Studebaker. During WW II, The Studebaker Corporation published a booklet to help motorists conserve on gasoline, which was rationed, and to help make their automobiles last as there were no new ones when the old ones wore out. Many of the suggestions for fuel economy are as apt today as they were in 1942 when Studebaker issued a booklet titled "How to Worry Successfully About Your Automobile". Below is an excerpt from the booklet and on page 10 are suggestions listed in the booklet for getting farther on a gallon.

It is a great mistake not to worry, especially if you have something to worry about. What a booklet of this kind ought to do is to try to tell you how to worry in the right way to get the best results.

Take your automobile, for example. You want to make it last for the "duration" and none of us knows exactly what that word means. Also, you want to get as far as you can on a few fractions of an inch of rubber and the amount of gasoline you buy.

It would be nice if we could tell you: "Here's a remedy - take it and worry no more." The facts aren't quite that simple. But they aren't too difficult, either. It will take a little worry in the form of extra care to keep the country's stock of automobiles going without the usual replacements. A little careful worry, however, can accomplish much.

This booklet tells "how" in pretty brief form. These are practical suggestions by automotive engineers whose main business for many years has been worrying about getting the best possible performance from automobiles. The rest is, of course, up to you.



Editorially Speaking

Early in 2007, SDC introduced the Twenty-One & Under program to attract and reward young Studebaker drivers. Young people 21 and under who drove a Studebaker to an event, whether at the international, zone or local level, would be given a t-shirt with the logo pictured here. The program has been slightly modified in that the young driver will now receive a certificate to mail to Joe Roberts, the program coordinator, who will see to it the driver receives a t-shirt. Previously, the event organizers would have t-shirts on hand or would order one of the correct size for the young driver. If you know of a young person who would qualify, please invite him or her to drive a Studebaker to our next event on the 14th.

Thank you to those who contributed to the newsletter this month. Your help in making the newsletter interesting and informative is greatly appreciated.

See you on the 14th.

Chris



Dear Grand Canyon Chapter Members,

Thank you for your recent donation of \$50.00 to the Studebaker National Museum in memory of Gary Walters. We appreciate your support and financial investment. We have sent a letter to his family notifying them of your donation.

Sincerely,
Peggy Soderberg
Assistant Director, Studebaker National Museum

Order your Chapter name badge with a pin back by contacting Chris Collins at 602-995-311 or chuckstude@juno.com. The price is \$5.00 each. You can also order a badge with the model of your Studebaker engraved on it which you can affix to your engine compartment or another place in your car for identification purposes. It will come without a pin back.

If you wish to have to have a magnet back on your badge, the price is \$6.00 each.

The ECHO is the official newsletter of the Grand Canyon State Chapter, SDC and is published 11 times per year. Contributions are welcome and encouraged. Please submit articles, tech tips, etc. by the 20th of the month preceding publication. Other newsletters are welcome to use any material with proper credit given.

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President's Message

Well, it looks as though summer is just around the corner; it's vaulted into the low 80's here is Prescott! It was a bit warm when we all met to tour Salem Boys in Tempe on the 10th of May. We all got a great tour of their garage, sans air conditioning, and a good Q & A afterwards in the office. They indicated the garage is opened three times a year to various car clubs to bring in their cars to use the dyno, change oil, etc. Please check the upcoming calendar of events but I believe we will have the use of their dyno/garage on October 25.

Speaking of upcoming events, the next chapter event is June 14, which is hosted by The Chapter and sponsored by Hemmings Motor News. There will be dash plaques, food, door prizes, food, mini car show followed by yet more food. You get the idea.

Like many of you I've been trying to get my cars up and running for the coming summer events. While my '64 Avanti seems to be doing okay I've had some trouble getting the Packard Hawk on the road. Actually, I've owned this car since 1991 yet only a few have ever seen it, which tells you the trials and tribulations of restoring cars. While it's pretty much done the carb is a tad touchy. What runs great in Phoenix does not necessarily run all that well in Prescott, which is a mile high. I try to set it for, say, Black Canyon City and split the difference. Driving modern cars one tends to forget how it was back in The Day. I remember well the vapor lock our 1950 Chrysler used to acquire, usually driving in the mountains, the desert bags hung over the front bumper of the '53 Plymouth and the evap cooler hanging on my mother's side of the car. I don't remember her getting upset when the water would spill on her, probably noting it worked better than the cooler itself!

We used the meet at La Palma Park on May 25th as a test for the literature we have from Glendale, the hotel and to see how our Tee Shirts look. I think we have a rather stunning logo and have ordered some 150 shirts. I think you'll like them! The committee is now concentrating on tours and the next meeting will be devoted to nailing down tours, no more than probably 8. We have a lot of tours to consider and hope to narrow down the field.

That's about all folks! Get your cars out there and we'll see you at one of the club events.

Larry

The Chapter extends its deepest sympathy to **Annie and John Kemper** on the passing of Annie's mother, April 25th. Annie was caring for her ailing mother at the time we held our April meeting at the Kemper home in April.

CELEBRATE!



June Birthdays

2	Lou Fencil	21	Richard Dormois
4	Jon Carter	22	Eliza Avery
7	June Kaiser	23	Charley Haverstick
8	Jim Provenzano	25	Bryan Giesler
8	Gary Wold	25	Mimi Halgren
11	Willard Pike	25	Terry Worster
12	Bud Becklund	27	Sid Rosen
12	Peggy Eastburn	28	Ann Didier
12	Judy Horner	29	Larry Swanson
15	Judy Hall	30	Judith Kocher
18	Jim Lawrence		

June Anniversaries

1	George & Carol Van Zee
3	Chester & Nancy Bradfield
3	Jerry & June Kaiser
3	Sam Powell & Lenka Hospodka
3	Al & Anna Riedel
5	Glen & Phyllis Brose
6	Mike & Mary Barany
7	Chuck & Chris Collins
7	John & Tracy Smith
16	Mike & Lisa Lynch
21	Denny & Jan Lockmon
22	Bob & Mimi Halgren

Condolences to Rosalie Torske

It is with great sadness we report that Glen Torske passed away May 17th in Tucson. Glen, along with Rosalie, was a long time, active member of the SDC and the Arizona chapters. He served the Grand Canyon State Chapter as president in the 1980s and he and Rosalie were co-editors of the *ECHO* for several years. In recent years, Glen reported on chapter events for the Southern Arizona Chapter's *Copper Starlight*. After having a variety of Studebakers in the past, Glen settled in with a 1963 Avanti which had been very nicely restored. Glen proudly drove it to many SAC, GCSC and Arizona Avanti Owners Association meetings and events.

Glen was well liked and made friends with everyone he met. He will be missed by all who knew him and his absence at Studebaker gatherings in Arizona will not go unnoticed. Rest in peace, Glen.

Sympathy notes can be sent to Rosalie at 6031 S. Galiuro Dr., Tucson, AZ 85706 520-495-4166 / rtorske@cox.net.



MAY MEETING MINUTES

Several Chapter members enjoyed visiting the Salem Boys facility in Tempe, Saturday, May 11. After touring the shop and looking over the equipment used for repairing a modern vehicle, Mark Salem initiated a give and take discussion of spark plugs, oil and dwell settings used on Studebakers. Mark invited the chapter to return in October when 10 members' cars can be checked out on the hoist and the dyno. More information and a date will be posted in a future newsletter.

After the interesting and informative time spent with Mark in his shop, members went out to the parking lot for a short meeting. Minutes of the April meeting as printed in the *ECHO* were approved. There was a treasurer's report and it was noted donations had been sent for awards for the international and zone meets. A donation in memory of Gary Walters was sent to the Studebaker National Museum and a sympathy card was sent to the family. Rosters were passed out to those who hadn't gotten one at the previous meeting.

Denny reported that the June 14th "The Old Man and His Old Car Event" may be held at the Deer Valley Airport. Other suggestions were made. All were asked to check the *ECHO* for location and details.

Deanna Manley presented the art work for the 2010 meet and reported t-shirts were being printed and will be sold at the La Palma meet on May 25th. She reminded members to think about volunteering for a 2010 meet committee.

After awarding the Studebaker drivers prize to Will Eastburn, the meeting was adjourned. Many then went to one of the valley cruises taking place on Saturday evenings.

Attending were Jan & Denny Lockmon (1953 Champion), Chris & Chuck Collins, Will and Bill Eastburn, (Champ pickup), Russ & Sharon Ware, Chris Eastburn (1963 Lark), George Gezelius, Steve Fein, Ron & Sherry Watson, Larry & Pat Swanson, Jim Clever, Mike Shearhart, George Gezelius, Larry Vahe, Harold & Deanna Manley (1955 Speedster), Gregg Avery (1962 Lark), Ed Smith (1951 stake bed pickup), Gary Keating.

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## TWENTY FOUR VISIT LA PALMA

By Richard Dormois

Twenty four Grand Canyon State Chapter members gathered in Anaheim, California, May 25th for the 34th Annual La Palma Studebaker Show and Parts Exchange where the weather went from warm low overcast to chilly and windy to bright California sun at about awards time. Officially 87 Studebaker cars and trucks were entered for display or judging. At noon, I counted ninety four in and about the park grounds.

The Orange Empire Chapter had things in order, the food was good, the awards very nice and not many complaints on the judging. All in all, a pretty good day

with a mix of cars and trucks, pre war and post war and stockers and street rods. Judge Bill Oliver told me it was the highest quality in many years.

Deanna and Harold set up the 2010 International Meet promotional booth and sold a good number of our brand new "Best In The West" official meet shirts. There were about twenty vendors in all. John and Kolton Kroulik sold parts and memorabilia along side Lionel and Elaine Stone and enlisted the help of Jon Carter when crowds got too big for them to handle. Colin and Suzanne Fort displayed their 1956 Commander and Mimi and Bob Hलगren displayed their 1951 Champion. Frank Wenzel earned first place with his 1963 Avanti and 1950 Commander Convertible toted to the meet on a new 1958 Transtar car hauler. Malcolm Stinson, Jr. earned first place with the white 1963 Avanti R2.

Those enjoying the show from the Grand Canyon State Chapter were: Gwen, Domenica, Maryanne and Will Eastburn, Steve Fein, Kolton Kroulik, John Kroulik, Jon Carter, Suzanne and Colin Fort, Mimi and Bob Hलगren, Claudia Robinette, Kent Vandenburg, Frank Wenzel, Mike Lynch, Lionel and Elaine Stone, Deanna and Harold Manley, Terry and Joanna Worster, Malcolm Stinson Jr., Richard Dormois.

Photos from the meet can be seen at  
<http://photobucket.com/LaPalmameet2008>

## This 'n That

A few GCSC members attended the Antique Truck Show at the Gold King Mine on Saturday, May 3rd. **Dennis Lynde and Linda Saar** drove up to Jerome in their 1963 GT Hawk. Dennis took several pictures which have been posted to the Chapter web site at <http://www.grandcanyonsdc.com>. Click on "Photo Galleries", then "2008 Gold King Mine Event". Thanks for the photos, Dennis and thanks to **Ron Crowe** for getting them up on the site. You'll notice among the photos **Ed and Linda Smith's** 1951 Stakebed pickup and several of **Don Robertson's** many vehicles including quite a few Studebakers.

**Ralph Robbin** picked up a new Studebaker from Idaho, a 1962 GT Hawk with white exterior and red interior. He still has his very nice 1948 Land Cruiser for sale and you can read about it in the classifieds.

**John Pfungstag** has a new project, a 1960 Lark Daytona and has found a home for his 1952 project.

**Turning Wheels and Avanti Magazine** are recipients of *Old Cars Weekly* 2007 Golden Quill Awards given to exceptional old car publications. Congratulations to the editors.

The **Studebaker National Museum** recently opened a new exhibit entitled "What Might Have Been: Prototypes" in its special exhibit gallery. Stop by if you are in the area.

Send member news to the editor at [ccollinsaz@cox.net](mailto:ccollinsaz@cox.net).

## GRAND CANYON STATE CHAPTER UPCOMING EVENTS

- JUNE 6-8** SHOW LOW DAYS STILL CRUIZIN CAR SHOW HOSTED BY SHOW LOW CHAMBER OF COMMERCE AT SHOW LOW CITY PARK (HWY 260 & HWY 60). LIMITED TO 250 VEHICLES. \$40 ENTRY FEE INCLUDES T-SHIRT, DASH PLAQUE, 1 POKER WALK HAND, BURGER BURN, ICE CREAM SOCIAL AND MORE. INFO: JULES AT 928-537-2326.
- JUNE 7** 19TH ANNUAL PRESCOTT AUTO ENTHUSIASTS COMP AND CRUISE AT COURT HOUSE SQUARE. PRE REGISTRATION, \$25. DAY OF SHOW REG, \$30. HELD IN CONJUNCTION WITH PRESCOTT TERRITORIAL DAYS ARTS AND CRAFTS SHOW. INFO: LARRY AT 928-277-5910.
- JUNE 14** **FATHER'S DAY CELEBRATION OF THE OLD MAN AND HIS OLD CAR** HOSTED BY THE CHAPTER AND SPONSORED BY HEMMINGS MOTOR NEWS. WE'LL MEET FOR A MINI CAR SHOW AND TO EAT AT THE DEER VALLEY AIRPORT RESTUARANT AT 7TH AVE. & DEER VALLEY RD. AT 5:00 PM THERE WILL BE A PRESENTATION ABOUT AVIATION IN PHOENIX FOLLOWED BY DINNER FROM THE MENU. SEE PAGE 6 FOR ALL THE DETAILS OR CONTACT CHRIS AT 602-995-5311 OR [CCOLLINSAZ@COX.NET](mailto:CCOLLINSAZ@COX.NET).
- JULY 18-20** **SUMMER STUDEBAKER GATHERING** AT MALCOLM STINSON'S STUDEBAKER RANCH AND TOUR FROM SHOW LOW TO ALPINE AND BACK. MORE DETAILS ON PAGE 7 OR CONTACT MALCOLM AT 928-537-2571 OR [STUDEBAKERSW@CYBERTRAILS.COM](mailto:STUDEBAKERSW@CYBERTRAILS.COM)
- AUGUST 2-3** PRESCOTT ANTIQUE AUTO CLUB HOSTS THE 34TH ANNUAL CAR EXHIBIT, PARTS EXCHANGE & OLD ENGINE FIRE UP AT WATSON LAKE PARK, PRESCOTT. SHOW CARS: 1983 AND OLDER ONLY. \$25 SATURDAY, \$20 SUNDAY. \$50 FOR A VENDOR SPACE. INFO: ED AT 928-445-9570 OR <http://www.azautohobbyist.com/watson2008.pdf>
- SEPTEMBER 13** HOT ROD FEVER AT PRESCOTT VALLEY CONVENTION CENTER SPONSORED BY TRI-CITY MOTOR NEWS AND TIM'S TOYOTA. CAR SHOW, VENDORS, SEMINARS, BAND, FOOD COURT. FREE ENTRY FOR DISPLAY IN CAR CLUB AREA. \$30 ENTRY FEE FOR JUDGED SHOW. INFO: STEVE PIPER AT 928-778-9513.
- SEPTEMBER 14-20** **44TH SDC INTERNATIONAL MEET IN LANCASTER, PENN.** INFO IN *TURNING WHEELS*. OR CHECK [HTTP://WWW.STUDEBAKERDRIVERSCLUB.COM](http://WWW.STUDEBAKERDRIVERSCLUB.COM) FOR REGISTRATION. FORM AND UPDATES ON HOTEL AVAILABILITY.
- SEPTEMBER 25-27** FALL FUN FEST HOSTED BY THE ZION CHAPTER IN MESQUITE, NEVADA.
- OCTOBER 10-12** PACIFIC SOUTHWEST ZONE MEET AT CROWN PLAZA HOTEL, MILPITAS, CALIF. HOSTED BY THE SEQUOIA CHAPTER. INFO: [STUDEBAKER@IX.NETCOM.NET](mailto:STUDEBAKER@IX.NETCOM.NET) SEE REGISTRATION FORM HERE — <http://www.sequoia-sdc.com/docs/Studebaker-Zone-Meet-2008-Registration-Form.pdf>
- OCTOBER 18** **CHAPTER MEETING** AT PIONEER VILLAGE HOSTED BY BILL & CHERYL SIMMONS. MORE INFORMATION TO COME. INFO: BILL OR CHERYL AT 623-580-4120.
- NOVEMBER 22** **CHAPTER MEETING** HOSTED BY SCOTT & BARBARA GRAINGER IN THEIR NEW GARAGE IN MESA. MORE INFORMATION TO COME. INFO: DENNY AT 623-974-5424.

*Take your Stude out to one of the Valley's cruise nights!*

**2010 SDC INTERNATIONAL MEET COUNTDOWN**  
AS OF MAY 31ST, 2008 THERE WERE 730 DAYS UNTIL THE MEET.

## JUNE EVENT

### JUNE 14 FATHER'S DAY CELEBRATION

**S**aturday, June 14th the Chapter will host a special celebration for Father's Day at the Deer Valley Airport Restaurant, 7th Ave. and Deer Valley Road, Phoenix. We'll snag a spot in the parking lot for all the Studes to park together; plan to arrive around 4:30 pm to get parked. At 5:00 we'll meet in the restaurant for a presentation by Tom Brewer, Supervisor for Airport Operations, about aviation in the Phoenix area. Denny reports Tom spoke at the Sun City C.A.R.S. Club last month and his presentation was well received. Tom has some very interesting information for us and you will enjoy hearing him.

After Tom's talk, please stay and have dinner with your Chapter friends. We'll be ordering off the menu and a variety of food is offered. To help the restaurant plan, please RSVP to Denny by Thursday, June 12th at 623-974-5424 or [lockmon@cox.net](mailto:lockmon@cox.net).

Hemming's Motor News is providing door prizes for the party and everyone attending will get a goody bag and dash plaque.

Because this is a celebration of The Old Man and His Old Car you are welcome to bring any antique or historic vehicle if you are not able to drive your Studebaker.

2010 International Meet t-shirts will be available to buy. Be sure to get yours.

More info: Chris at 602-995-5311 or [ccollinsaz@cox.net](mailto:ccollinsaz@cox.net)

## ~ STUDEBAKER HISTORY ~

### MAY

- 9 1961 Lark V-8s place 1st and 2nd in 4,100 mile Trans-Canada Rally.
- 12 1959 100,000th Lark built.
- 17 1993 Stylist Bob Doehler dies.
- 19 1967 Studebaker acquires Wagner Electric Corp.
- 21 1937 Studebaker becomes union shop - UAW #5.
- 26 1844 Jacob Studebaker born.
- 30 1924 Studebaker Special driven by Earl Campbell finishes 2nd in Indianapolis 500.

### JUNE

- 1 1961 Studebaker-Packard awarded 21 million dollar contract for military trucks.
- 19 1972 SASCO, Studebaker parts supplier closes.
- 20 1956 Last Packard built in Detroit. Production moves to South Bend.
- 21 1852 H & C Studebaker Blacksmiths complete first wagon.
- 21 1942 1st prototype Weasel built. *See page 9.*
- 22 1954 Announcement of Studebaker-Packard merger.
- 30 1969 Studebaker Worthington vacates administration building.

# June 2008

| Sun                | Mon | Tue        | Wed                           | Thu | Fri                                | Sat                                                                                   |
|--------------------|-----|------------|-------------------------------|-----|------------------------------------|---------------------------------------------------------------------------------------|
| 1                  | 2   | 3          | 4                             | 5   | 6                                  | 7                                                                                     |
| 8                  | 9   | 10         | 11                            | 12  | 13                                 | 14<br>Father's Day<br>Event                                                           |
| 15<br>Father's Day | 16  | 17         | 18                            | 19  | 20<br>Summer Begins                | 21                                                                                    |
| 22                 | 23  | 24         | 25                            | 26  | 27                                 | 28                                                                                    |
| 29                 | 30  | Questions? | Call Chris at<br>602-995-5311 |     | Celebrate Flag<br>Day -<br>June 14 |  |

## SUMMER STUDEBAKER GATHERING AND TOUR

ITINERARY FOR JULY 18TH, 19TH & 20TH

Submitted by Malcolm J. Stinson, Jr.

On Friday, the 18th of July -

Try to be at the Studebaker Ranch by 5:00 P.M. and at 5:15 we are going to drive over to a friend's home that has an Antique Tractor Museum. His place is only about 5 miles from the ranch.

After everyone has had enough of the tractors, we will come back to the Ranch for pizza and drinks. Then sit around as long as you like.

On Saturday, the 19th of July -

Breakfast is on your own, there are many restaurants to get a good breakfast. Then we will meet at the D & D Furniture lot ( center of Show Low on the Duece of Clubs) at 09:00. I will explain the trip and leave by 09:30 A.M. Sharp, We will drive on Rt 260 through Pine Top, Lakeside, McNary and on to Eagar. From the time we leave McNary, start looking on both sides of the road for Deer, Elk, Antelope, etc. Just before we reach Eagar, we will be taking a right turn to a vista, you can see forever from this point. In Eagar we will make a fuel and potty stop.

Then drive on to Nutrioso & Alpine. In Alpine we will stop for lunch. This drive will get you out of the 115/120° heat of the low lands for the weekend. You will be driving through very green country. After Alpine, we will take a shorter road (Rt 60) back to the Studebaker Ranch for meetings, a Burger Burn and to sit around as long as you like. There will be a potty and fuel stop in Springerville.

On Sunday, the 20th of July -

Here you are on your own, you are welcome to return to the Ranch if you like or head back home.

For those of you that have campers or tents, you are welcome to camp at the ranch. I have a full bath in my shop with showers. The only thing I ask is to bring your own towels, etc. I have to say this because the first time I had a group here, I found that my bath towels were used to clean someone's cars.

A list of motels in Show Low are as follows:

|                 |                             |
|-----------------|-----------------------------|
| Days Inn        | 928-537-4356                |
| Hampton Inn     | 928-5322-4444               |
| Holiday Inn     | 928-537-5115                |
| KC Motor Lodge/ |                             |
| Best Inn        | 928-537-4433 / 800-531-7152 |
| Kiva Motel      | 928-537-4542                |
| Sleep Inn       | 928-532-7323                |

*Please be sure to let me know who is coming at least a week ahead.* I must know in order to have enough food for everyone. I think I have everything except enough chairs, please bring chairs.

You can e-mail me at [studebakersw@cybertrails.com](mailto:studebakersw@cybertrails.com) or phone 928-537-2571/cell 928-368-7442.

## Two Studebaker Foundations?

Recently, editors received a letter asking for donations to a foundation for Studebaker. There has been some confusion because two foundations have very similar names. I am writing to try to end the confusion so you know which is which.

Then it is entirely up to you and your chapter whether you donate any money to one, to both, or to neither. Both foundations have I.R.S. 501(c)3 designation, which means that anyone who donates directly to either foundation is allowed to take it as a charitable deduction on their U.S. income tax. This deduction does not apply to our members in Canada or other countries, but you have an even better situation, you do not have to pay any U.S. income tax!

The Studebaker National Museum Foundation is for the benefit of the great Museum in South Bend, and their mailings would have a return address in South Bend. Money goes into their endowment. This foundation is entirely run from South Bend, and is not part of the Studebaker Drivers Club. However, we are all friends. Many individual SDCers are members of the Museum and we support the Museum and its programs. But SDC itself does not in any way have any control over the Museum or its foundation.

The Studebaker National Foundation was set up by SDC and is run by SDC members. To have a tax deductible status, it has its own Board of Directors, as SDC itself is not a tax deductible charity. Mailings from this SDC sponsored foundation would come from Chester Bradfield in Virginia or Linda Sinclair in Florida. This foundation is not limited to supporting the one museum, as is the other foundation, but it can help Studebaker projects anywhere in the world if it has the funds available to do so. It does not (as yet) have its own museum, although there is always the chance that someone might donate an entire museum (or the money to build one) to the foundation in the future.

So the two foundations, while both charitable, are doing things quite differently. Both are run by friends of mine, so I am would be classified as a biased commentator on this entire subject. I should disclose that I have contributed to both (although I gave the money directly to the museum before they had their charitable foundation set up).

If your chapter would like to donate some money to a Studebaker charity, either one will work. If you want to keep control of the money in SDC, you would choose the Studebaker National Foundation.

Thanks,  
Larry Swanson  
Publications Director

*Help Keep America Beautiful.  
Drive a Studebaker !*

## Studebakers in Tucson History

By Mary Powell-McConnell

Snakes, bugs, cactus, scorpions and centipedes rule the desert. Many a pioneer braved all the odds to settle Tucson, coming in on what was probably a Studebaker Wagon. Of these tough folk we know little, other than they were determined and very tough. The wagons can be found in various locations in and around Tucson, a few "saved and restored" wagons can be found at the Rodeo museum. Most of the others are in bits and pieces although if you are lucky a complete wagon can be found.

As for Studebaker cars, they are here being driven by numerous people and lovingly restored by a few. Most Tucsonans know the name Reid from the Reid Park Zoo. But most do not know that the man the zoo is named for arrived in town in a Studebaker.

Maurice Reid suffered from tuberculosis as many others who arrived in our fair city. His doctor advised him to come to Tucson from California for a stay in the tuberculosis sanatorium. The doctor advised him to stay here. Leaving his Hospital supply business, Maurice packed up his family, wife and two sons and arrived here in Tucson for good, New Year's Eve, 1924. "We came in a Studebaker; it took us five days across that old plank road" according to Reid's son, Gene. The plantings, hospitals, improvements this family made for Tucson were extensive and awesome. We, as Tucsonans, are very glad they made that trip in a Studebaker.

Studebaker has played many a role in the history of Tucson. Most of the stories of the cars or people that owned them are lost. Luckily, in *Another Tucson* by Bonnie Henry, there is another story about a part a Studebaker car played in the history of Tucson. A few old time Tucsonans have heard of the "Tragedy on Mount Baldy" (Mount Baldy now called Mount Wrightson). Six Boy Scouts started out on a warm, sunny day only three survived. A freak snowstorm caught them out on their hike, Nov. 15, 1958. The three that survived had turned back early, the three that went on froze to death. The boys were taken to their rendezvous with fate in a Studebaker, John Early's Studebaker, a man who would feel the tragedy most severe. His son was one of the boys that died on the Mountain that night. John Early dropped the boys off at the Santa Rita Lodge, planning on picking them up the next morning. It took until Dec. 4th to find the missing dead boys, after one of the most extensive searches ever launched around Tucson.

Wow, don't we wish cars could talk, just think of the stories they could tell!

For more on this story and others about Tucson see *Another Tucson* by Bonnie Henry. Thanks, Bonnie for saving "our" history, this book is a job well done.

*Happy Father's Day  
to all of the Chapter Dads.*

## Web Sites of Interest

[http://www.canada.com/calgaryherald/photogalleries/template.html?topic=052108\\_Driving&g=8](http://www.canada.com/calgaryherald/photogalleries/template.html?topic=052108_Driving&g=8)

<http://tinyurl.com/55kmb5> Features Stude owner Bill Cherwayko who also has a home in Fountain Hills.

<http://objflicks.com/TakeMeBackToTheSixties.htm>

A snapshot of the 1960s, the good and the not-so-good. A 1963 Studebaker Avanti is included.

Thanks to Bill Cervini for the link.

<http://micro.magnet.fsu.edu/primer/java/scienceoptics/powersof10/index.html> <http://tinyurl.com/3o4p39>

Wow! You'll be amazed. Thanks to Mary Powell-McConnell for this link.

<http://www.youtube.com/watch?v=VadAcb94GZE>

Parts, parts and more parts!

<http://yeli.us/Flash/Fire.html> In Billy Joel's song "We Didn't Start The Fire" he mentions "Studebaker". Enjoy this video showing a picture of a 1950 Champion Regal Deluxe three-passenger coupe.



At the Gold King Mine. Photo by Dennis Lynde.

## RUSTY NUT GARAGE

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# Studebakers in Guam

By Phillip Smith

After being on Guam for two weeks, I went to a car show which had mostly import drift cars. But there were a few classic ranging from a 1927 bucket T to a nice '67 Chevelle. However, there was not a Studebaker in sight. A few inquiries resulted in some blank faces and the beginning of the only Studebaker on Guam rumor. And the beginning of trying to track it down. Since I work in a transportation department I thought it would be a cake walk, but little did I know.

After many noes, a few "I think there's one" and the story of the great fire I thought I was at a dead end. Then luck dropped by as I was headed along the shoreline to take pictures. I spied an old school custom 1951 Ford coupe with a chopped top and tri-power air horns sticking out of the hood. So, after a daring island u-turn I started taking pictures of this find.



The owner, being curious, came out to chat, and I ask my standard question, "So, you know if there's any Studebakers on this island?" And I got a surprising answer. "Yes, there is one Stude pickup. But I'm not sure if it survived the fire, but since you work in transportation at the base ask Eduardo the Mechanic."

Eduardo not only knew about the Studebaker, he knew that it had by luck survived the fire and where it was located. It's down at Blue Boy muffler, go in and ask for Marvin. After many phone calls I went to Blue Boy Muffler and met Marvin, and the lucky Studebaker. Marvin was shy and didn't want in the pictures but had the car uncovered so I could photograph it.

It's a street rod (don't cringe, purist, remember what you did to cars in the 50s) with a 350 Chevrolet engine, a Tremec five speed and a Ford 9 inch rear. The previous owner took the body apart to redo it

and its present owner is having it rebuilt, repainted and, of course, on Guam adding air. For being on a Pacific island it is surprisingly in fairly rust free condition. The standard Stude factory undercoating and the large amounts of glue that was used for carpeting has protected the floor boards. And the body only has slight rust on the bottom of the doors. Only the firewall glove box and heater platform has any holes.

The truck was originally yellow or a dark orange and it has both the radio and the heater delete plates. I haven't been able to trace its roots yet. It's possible it may be an old government vehicle given the large military presence that has been here on Guam since WW II. It took a lot of effort to clean off the data plate that glue saved, also. Someone had the door panels and window trim chromed at one time. I'm taking him a catalog to show him the patch panels for the door skin. I hope to see if I can get the owner to become a Stude driver member.

Update: Stopped by to visit the Stude at Blue Boy Muffler today (May 30). They have started loosely assembling the truck to see what they do and do not have. Was surprised to see the front fenders and hood in place, and in such good shape. Apparently this truck was stored in a supply warehouse for so many years the owner forgot he had it. I guess that is why along with the Ziebart and carpet glue it is such good shape. Bed is still in storage, but I did get to see the tailgate sort of. It is way up on a pipe rack with some nippon tin on top of it. What I could see made me envious, wish one of the five I have was as good as this one. The owner was very pleased when I told him the story about it might make the *Echo*.

Now, about that rumor of a coupe out in a village.....I guess that's another story for another time.

Phillip is a Chapter member from Green Valley who is currently working in Guam. Photos courtesy of Phillip.



## The Studebaker Weasel

One hundred eighty days after receiving the assignment to build a snow vehicle, Studebaker had engineered and put into production the M-29 Cargo Carrier, dubbed the Weasel. It was used extensively by U.S. and allied forces on all fronts as it proved amazingly versatile. It worked well in rivers, sand, mud, swamps, and on bare rock, hard roads, ice and turf. 15,000 of the vehicles powered by the Studebaker Champion engine were made during the course of the war.



## TECHNICAL INFORMATION

### Getting Farther On A Gallon



Too often the carburetor gets most of the blame for poor mileage. Actually a number of other circumstances may be more guilty of gasoline waste. The following check list will serve to bring most of these suspects to justice. The most important items are not necessarily at the head of the list. You will have to judge the principal offenders in your particular case.

#### FUEL SYSTEM

1. *Leaks* can occur at the gasoline tank, fuel pump, carburetor or at other points. All connections should be occasionally checked.
2. *Overfilling* may cause some waste, both from spillage and expansion of fuel in the tank due to temperature rise. (From a full tank of 18 gallons of cool gasoline freshly pumped from underground tanks, as much as two quarts can be lost if the car is allowed to stand in the hot sun.) Always park your car on level ground, if possible, and out of the sun.
3. *Carburetor*. Because liquid doesn't burn, the carburetor sprays a mixture of about 15 parts air to 1 part gasoline. For best engine performance this mixture must be neither too rich nor too lean. If too lean, a "blow torch" type of combustion results which may burn plugs, valves, and other parts. If too rich, fuel is wasted and performance suffers. Dirt, particularly the formation of gum, or faulty adjustment may cause an out-of-balance fuel mixture.
4. *Engine idling speed* is controlled by a carburetor ad-

justment which should be set just fast enough to prevent engine stalling.

5. *The choke* is also a part of the carburetor. By temporarily reducing the inward rush of air it provides a richer mixture for easy starting. Whether operated automatically or manually, it should be in use for as short a period as practical and should not restrict the flow of air when the engine is warm.
6. *Air cleaners* need frequent cleaning. Their purpose is to reduce engine wear by filtering dust from the air before it enters the carburetor. If the air supply is restricted by a dirty air filter, the fuel mixture may be affected. How often an air cleaner should be cleaned merely depends on the amount of dirt it collects. Cleaning at 1,000 mile lubrication intervals is not too often.
7. *Operating temperature* of the engine directly affects the efficiency with which the fuel mixture is burned. A thermostat regulates the flow of fluid in the cooling system. The temperature of the incoming fuel mixture is controlled by an automatic manifold inlet. Any abnormal operating temperature is a sign of trouble and should be investigated at once. Engine stalling, slow warm-up or overheating may be caused by one or other of these automatic controls failing to operate. If cooling fluid is being lost, look for a leak or overheating in the cooling system.

Reprinted from the *How to Worry Successfully About Your Automobile* booklet published by the Studebaker Corporation in 1942. Next month we'll learn how the electrical system can be a factor in your Studebaker's mileage.

### Studebakers Only

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Ads for members are free. Business card ads are \$25 per year. Ads not updated every 3 issues will be dropped.

**STUDEBAKERS FOR SALE**

**1960 Champ Pickup.** New 350 Chevy engine, brakes, trans and paint. \$5500. Steve Mills 602-579-3683 (3)

**1953 Studebaker Truck.** My husband was restoring this truck but passed away recently. Most of the paint is off (had been painted tan but original was a turquoise). The interior is ready to put back together. It is a project. \$2500. Sharon Dougherty Prescott Valley 928-830-8107 cell (2)  
See picture on pg 13 of May's online version of the newsletter.

**1946 Champion Skyway 2 dr Sports Sedan.** 100% complete. Robert McLeod 602-769-2202 or 623-972-8558 (1)

**1957 Transtar Deluxe.** Show truck. I have over \$40,000 into it. Make me an offer, need money. My loss, your deal. Call 520-744-2519 (1)

**1964 GT Hawk, 41000 miles.** 289, 4 bbl, black paint w/red vinyl interior. Runs good, needs work. Selling for Woody Allen. \$11,000 OBO Call Fred Gooch at 520-883-7418 for details & pictures. (0)

**1948 Land Cruiser. Top of line.** 3 spd w/od. 65,000 miles. Never any rust. Has original heater, radio & signal lights. New seat covers, exhaust, radial tires (1000 miles) & electric fuel pump. Repainted original color. Drives excellent, very dependable. \$6900. Ralph Robbin 623-362-1474 or [ralphrobbin@cox.net](mailto:ralphrobbin@cox.net) (0)

**1921 Special Six.** \$10,000. David Hardin 520-818-3200 (0)

**1949 Custom Pickup** w/Nova sub frame, 383 stroker, 350 tranny. \$27,000. Will 480-650-2199 (0)

**1963 Avanti.** Excellent condition. Rebuilt Power Train R1; auto, TT, Factory AC, PS, PDB, New interior. Drive anywhere. \$21,800. Walt Jazwinski 623-934-3371 or [wjazwin@hotmail.com](mailto:wjazwin@hotmail.com) (0)

**1964 2dr Daytona HT. 289 w/Auto.** Buckets. **1965 Dayton 2dr.** 283 w/ auto, air, buckets. Both need restoration. \$2500 each. Walt Jazwinski 623-934-3371 (0)

**1966 Cruiser.** 4 dr. V-8 w/ auto 700R-4 Trans. 44K original miles. Factory AC, radio & power steering. Turner front disc brakes. New tires. Gold metallic paint. Original gold brocade interior. No rust! \$12,500 OBO See pictures at <http://tinyurl.com/2wwsen> Chuck Collins 602-995-5311 or [cstude1@cox.net](mailto:cstude1@cox.net) (1)

**STUDEBAKER PARTS FOR SALE**

**I have a lot of parts removed from a 1950 Champion.** I am building a street rod and don't need the stock running gear, etc. I will give all of it to any appreciative Studebaker afficianado. Please call or email. Dave Cook 602-725-9324 or [dcookaguafrica@cox.net](mailto:dcookaguafrica@cox.net) (3)

**Front bench seat from 1954 coupe.** Left GT bucket seat (needs work). Fred Moore 480-895-4804 (0)

**1963 Lark Frame.** W/TT, power steering. \$400. Walt Jazwinski 623-934-3371 (0)

**1963 289 full flow engine** w/.060 pistons, competition cam, hard valves & seats. \$3400. John Kemper 623-546-8434 (0)

**1956-57 automatic transmission,** rebuilt w/new torque converter, \$650.00. **289 1962 engine,** not full flow, turns over, condition unknown. Good for rebuilding, \$350. Chuck Collins 602-995-5311 or [cstude1@cox.net](mailto:cstude1@cox.net) (2)

**STUDEBAKER CARS/PARTS WANTED**

**1965-66 Studebaker 2 Dr #3** or 4 condition V-8, Auto. Will consider 6 cylinder. Contact Larry Cushing at 623-376-7054. (2)

**Need pair of tail light housings** for 1953 coupe. Pat Tingle 602-694-2950 (2)

**Looking to purchase Model "A" Ford.** Contact Willard Pike [elgin32@msn.com](mailto:elgin32@msn.com) 480-895-8908 (2)

**Pair of GT Hawk front bucket seats** & center console. Condition of upholstery not important. Jon Carter 480-951-2838 or 480-577-5764 (0)

**MISC. FOR SALE**

**Framed b & w photo of Laurel and Hardy** standing next to circa 1932 Studebaker. 18"x12" in excellent condition. Make offer. Would also be interested in purchasing a Studebaker. Joe Martina 623-236-9925 (2)



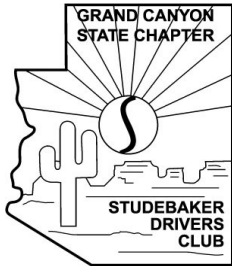
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# The *ECHO*

Newsletter of the Grand Canyon State Chapter, SDC  
P.O. Box 37464  
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To:



**Reminder for June**

14th - Father's Day Event at the Deer Valley Airport Restaurant. Plan to arrive around 4:30.

Visit the Chapter web site at <http://www.grandcanyonsdc.com>

## GRAND CANYON STATE CHAPTER STUDEBAKER DRIVERS CLUB MEMBERSHIP APPLICATION

All memberships are for one year beginning on January 1. Chapter dues are \$18.00 per year, prorated at \$1.50 per month if joining during the year. Your dues include 11 issues of the award winning *ECHO*, a Chapter roster, membership in the Arizona Automobile Hobbyist Council and the best club activities throughout the year.

Membership in the Studebaker Drivers Club is compulsory in order to be a member of the Grand Canyon State Chapter of SDC, Inc. If you are not a member of SDC, add \$27.50 (\$19.95 for new members, 1st year only) to your Chapter dues, which the treasurer will remit for you. Any questions can be directed to the address below or to Chris Collins at 602-995-5311. Please make check payable to the Grand Canyon State Chapter, SDC and send with this form to: GCSC Treasurer, P. O. Box 37464 Phoenix, AZ 85069-7464

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